

REPORT OF THE DIRECTORS

OF THE

Michigan Central Railroad Company

TO THE STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR,
AND TRUSTEES OF SINKING FUNDS.



BOSTON:

WRIGHT & POTTER, PRINTERS, No. 79 MILK STREET.

(CORNER OF FEDERAL STREET.)

1871.

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JUNE, 1871.

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OFFICERS.

Directors :

JAMES F. JOY, Detroit.

JOHN W. BROOKS, Boston.

NATHANIEL THAYER, Boston.

ERASTUS CORNING, Albany.

H. H. HUNNEWELL, Boston.

GEORGE F. TALMAN, New York.

MOSES TAYLOR, New York.

SIDNEY BARTLETT, Boston.

JOHN JACOB ASTOR, New York.

President :

JAMES F. JOY.

Vice-President :

NATHANIEL THAYER.

Treasurer :

ISAAC LIVERMORE.

Superintendent :

H. E. SARGENT.

Auditor :

WILLIAM BOOTT.

Clerk :

JOSHUA CRANE.

ANNUAL REPORT.

MICHIGAN CENTRAL RAILROAD CO., PRESIDENT'S OFFICE, }
DETROIT, June, 1871. }

To the Stockholders:

The following statement of the earnings and operating expenses, and the transactions of the Company for the year ending May 31st, is respectfully submitted.

The earnings of the road and its branches have been,—

From Passengers,	.	.	.	.	.	\$1,912,278	07
Freight,	.	.	.	.	.	3,329,630	70
Miscellaneous,	.	.	.	.	.	178,214	62
Total,	.	.	.	.	.	\$5,420,123	39

The ordinary expenses of operating have							
been (including taxes, \$82,724.27),	.					3,861,011	35
Net,	.	.	.	.	.	\$1,559,112	04

The gross earnings this year cannot justly be compared with those of last year, because, since the last report, this Company has been operating the Grand River Valley Road under a lease, and the earnings of that road are included, as they will be in the future, in the reports with the gross receipts of the Company.

The Kalamazoo and South Haven Road, also, during a part of the past year, has been so operated, and its earnings also included in the above statement.

The operating expenses of these roads have also been included in the operating expenses above stated. The earnings of the Main Line during the year have been,—

From Passengers,	\$1,738,181 38
Freight,	3,072,557 58
Miscellaneous,	167,331 19
<hr/>	
Total,	\$4,978,070 15

The gross earnings of the Main Line, which alone can properly be compared with the last year's earnings, have been in excess of those of that year by \$270,782 18

While the gross earnings of all the lines operated have been in excess of those worked then by \$712,835 42

It will be seen, however, that the gross expenses have exceeded those of last year by \$847,096 40

Leaving as net earnings below those of last year, \$134,260 98

The gross expenses of operating the road, therefore, have been, in proportion to earnings, much larger than they were the year before. This has resulted from a combination of causes not likely again to occur. The increase of tonnage, or of the volume of business, in the first place, was so great that the road and its sidings had become inadequate to the demand upon them. The number of trains was greatly in excess of those of any previous year, and of any anticipation of the managers, and there was not provided, as there should have been, a sufficient quantity of sidings for their passage, which led to great difficulty and delays, and increased expense by reason thereof. The great number of trains, and the weight of the business, and the high degree of speed for passenger trains were such that the iron rail gave way *very rapidly*, and compelled renewals, at great expense, in the most difficult season of the year for such work. Large quantities of iron and other material for the construction of new roads, have been passing over the road at low rates of freight; and, during about six months of the first part of the year, in consequence of disagreements between the New York Central and Pennsylvania Roads, the rates on West-bound business were totally destroyed, and that business, during about that long period, was done for about the cost. Some of these

causes have resulted in greatly diminished earnings below what they would otherwise have been, and all of them have contributed to enhance the operating expenses unduly in proportion to the gross earnings. All of them will not be likely to be at work at the same time again. The weight of business passing over the road, and the consequent rapid wear of the iron rail, have proved that the use of the iron rail on the Main Line is not true economy. There have been removed and repaired, in the main track, during the past year, one hundred and four miles of rail, of which fifty-nine and a third miles have been re-rolled, and about forty-four miles taken up, repaired and replaced in the track. With the large traffic passing over it, the life of the iron probably cannot be, at the outside, more than three years, while the experiments tried by this Company, as well as by others, furnish conclusive proof that the steel rail of the quality we have heretofore used, will average at least ten times as long as the iron. The cost of the steel in the track is about one-third greater than iron.

Under these circumstances the Board have resolved to lay the whole distance between Detroit and Jackson, where the business of the road from its various lines comes upon one track, with steel rail, which work is now going on, and will be mainly accomplished during the present year; and upon the same portion of the road there will also be laid ten or more miles of additional sidings. This will not only give the means of doing the business of the road between Jackson and Detroit, where it crowds the most, with despatch, but will, it is believed, for many years relieve the Company from one of its largest charges in working the road, viz.: the renewal of the rails where they are most liable to deterioration.

From Jackson, west, the Company has a double line of road to Niles, upwards of one hundred miles,—the old line by the old route and the Air Line direct from Jackson to Niles, and at some points south of the old road about thirty miles.

This Air Line is laid, all the way, with rails from the Scranton Works in Pennsylvania, which are of iron of harder quality than almost any in this country.

The road is free from grades or curves of any importance in its working, and the heavy through business of the road will, to a large extent, pass over it.

This road is better able to bear the burden, and will relieve the other line of much of the very heavy traffic.

In the future, therefore, it may reasonably be expected that the annual cost of one of the largest items in the expense of the management will be very largely reduced, while the permanency and better quality of the rail will also have a large effect in reducing the cost of the maintenance of machinery and rolling stock.

The completion of the Air Line, from causes beyond the control of the Board, has been delayed beyond expectation, and has cost, we regret to say, considerably more money, also, than was anticipated.

By the terms of the agreement with the Michigan Air Line Railroad Company, that company was to complete the road as a first-class road in all respects, according to specifications, with all its appurtenances, and this Company was to become the lessee of it at such rent as would pay the interest on bonds secured upon the road at the rate of \$18,000 per mile, excepting that this Company was to build the station-houses and pay all they might cost, over \$50,000.

The Air Line Company relied upon the bonds of the municipalities through which the road runs, to aid it in the construction. The decision of the supreme court of Michigan, that all such bonds were invalid, deprived it of much of its means, and the result was, that before the road was complete the other means provided were exhausted. The deficit, under the circumstances, could only be supplied by this Company.

The amount has been in excess of the amount of construction bonds secured by mortgage on the line between Jackson and Niles, and may exceed it by \$200,000.

It is an excellent road,—the road-bed is well made and well ballasted and tied, and in all its appointments the road is one of the best class. The country through which it runs is equal to any in the State, and well cultivated. It has yet been hardly opened fully for use, though trains are running over it. By July 1st the fencing will be completed, and it will be in full operation, though some station-houses will remain yet to be completed. It is yet premature to state what will be its value.

The decision of the supreme court also affected the means of the Kalamazoo and South Haven Railroad Company in the

same manner as above stated relative to the Air Line, and that road has only been completed since the opening of the spring.

Its mortgage debt is about \$18,000 a mile, and the road is leased by this Company with an agreement to pay the interest on the bonds. It cannot yet be said what will be its value. It runs through a lumber as well as to some extent a farming country, and makes connection with the Chicago and Michigan Lake Shore Railroad about thirty miles west of Kalamazoo, with which it will interchange, and from which it will derive much business.

The Grand River Valley Railroad, which came into the possession of this Company under an agreement to work and manage it at a fixed compensation to its stockholders, about the time of the last Annual Report, in an unfinished condition and, though trains were then running over it, hardly in order to do business, has since been completed in its appointments and is, and has been most of the year, in good order and is developing a healthy and steadily increasing business, and promises to become of much value to this Company.

Since the last report there has been built and opened for business a road branching from the Michigan Central to Hillsdale, sixty miles long, through an excellently cultivated and fertile country, and though this Company is in no way pecuniarily interested in that road and it will be managed by its stockholders, yet it cannot but be tributary to the business of this Company, over whose road its business must pass for thirty miles, to Detroit.

The Fort Wayne, Jackson and Saginaw Railroad, also, has been opened from Jackson, through, to Fort Wayne.

The Chicago and Michigan Lake Shore Road, from New Buffalo along the shore of Lake Michigan north to Muskegon, Whitehall and Montague, about 150 miles, is about being opened for business.

Both these roads will contribute to increase the business of this Company.

The stimulus which has been given to enterprises of all kinds by the success which has attended many, and by an abundant currency, will continue until some revulsion in the finances of the country shall take place.

There are multitudes of projected roads in this State, and some of them are building, but the Board do not in any of these see anything which should tempt this Company to any connection with them. So far as possible, it has controlled those most likely to injure it, when built, and which might, if controlled by it, become tributary to it. The policy, even to this extent and from such motives, may be hazardous, and whether wise yet remains to be proved.

It remains now to fully equip the roads for business and make perfect the Main Line, and be prepared to do all the business passing upon them with the utmost possible economy, and though other roads building and to be built will more or less affect its business, it is believed that its rapidly increasing volume, with diminished expenses, will enable the Company to realize a larger net result than in the past.

There have been put upon the road during the past year 19 new locomotives, and, including 9 from the Grand River Valley Road, the whole stock upon the road at this time is 128.

There have also been added to the rolling stock 52 Blue Line cars, 212 freight cars, making freight cars now on the road 1,914.

There has been expended for land at Jackson, to be used for repair shops,	\$23,911 31
And at Grand Rapids, for depot grounds for Grand River Valley Railroad,	37,204 95

The whole amount expended for all the various purposes in construction and addition to the property of the Company, including expenditures upon the Air Line and Grand River Valley Division, and for the additional cars and locomotives, has been the large sum of	973,682 69
Of which there has been for locomotives,	196,344 80
And for cars of all kinds,	160,798 00
For additional sidings, about	62,000 00

Except for additional motive power and rolling stock, and such amount as may be proper to be charged to construction on account of re-laying the track with steel, it is believed that all such, or nearly all such expenditures will be unnecessary in the future.

We are building in our shops twenty passenger and seven baggage cars, and also doing other work, for other railroad companies, the expense of which, by the mode of keeping the accounts, has been charged to the operating expenses of the road, and makes the account of those expenses appear somewhat larger than it should be.

The amount due for such work, which is nearly \$100,000, will soon be received, and will be credited to the operating expenses of the next few months.

The largely increasing through volume of freight has for several years been requiring increased power and rolling stock, which has long been inadequate to the demands of business upon the Main Line.

The necessity for increased means of doing business is as great there now as ever, while the additional roads managed by the Company also require an equipment adequate to the business upon them.

The quotas of this Company in the Fast Freight through lines running over the road are not full. In consequence of this, the mileage paid for the use of cars belonging to other parties, running over it in our business, has not been less than \$100,000.

It will be necessary to avoid this by furnishing our full share of cars to those lines, and there will be required also considerable expenditure for additional cars to be used in local business.

The funded debt charged upon the Michigan Central Road proper is now	\$3,324,988 89
Less the amount in Sinking Funds,	1,474,383 38
Net bonded debt,	<u>\$1,850,605 51</u>
The capital stock now stands at	\$14,665,848 00
The bonded debt is	3,324,988 89
Bonded debt and stock together,	<u>\$17,990,836 89</u>
Or, less the amount in Sinking Funds,	1,474,383 38
	<u>\$16,516,453 51</u>

The stock has been increased since last year by \$1,139,000, made necessary to meet the cost of the various works herein alluded to, and by \$301,000 by conversions of bonds, in all,	\$1,440,000 00
In addition to this, however, are the amounts of the bonds secured upon the tributary roads herein mentioned, viz., bonds, bearing eight per cent., on the Grand River Valley Road,	1,500,000 00
Bonds secured on Air Line from Jackson to Niles,	1,900,000 00
Bonds on Kalamazoo and South Haven Road,	710,000 00
Bonds on Joliet Branch,	800,000 00

Though this Company is not directly liable for all these securities, yet they rest upon roads worked by it, either under leases or working arrangements, which are equivalent to them.

The establishment, a few years ago, of through lines of cars for freight has resulted in working a rapid and permanent change in the business of railroads. It avoids, very much, both the expense and delays in transportation between the distant sections of the country. It enables them to compete more successfully with the water communications, and has brought large accessions to the business of the roads.

On the Michigan Central, during the past year, the increase of tonnage has been more than thirty-four per cent., and it has been impossible to enlarge our facilities and means for doing it, sufficiently fast to keep pace with it.

This increase of the volume of business is, however, encouraging to stockholders, and upon the road of this Company, with double lines more than a third of the way between Chicago and Detroit, and with steel rails from the point where the two lines come together to the Eastern terminus, and ample double track or siding to accommodate the trains, it seems reasonable to expect, not only very largely increased earnings in the future, but also very largely diminished expenses, as compared with the past.

The improvements making in the track which have been and will be expensive are, however, indispensable, and with the constant effort to get shorter lines by all rivals, the Air Line was a necessity as well as a convenience in doing business.

This line, shortening the distance as it does between Detroit and Chicago, and the Loup Line in progress of construction by the Great Western Railway Company, securing the shortest possible line to Buffalo and connections with all the roads there, gives to the two companies as short and direct a line between Chicago and Buffalo and the Bridge, and consequently between Chicago and the seaboard, as can possibly be made on either side of Lake Erie, and with greatly more advantages than can be acquired by any other lines of roads, while it will be entirely free from the heavier grades and sharper curves found on the roads further south and passing across the mountains. The arrangements made more than a year ago between this company and the Great Western, for a more harmonious working of the roads of the two Companies, have been productive of much good to both and may wisely be continued.

The cordial understanding has enabled the two Companies to work with more unity of purpose, and it will be in future, as it

should be, the purpose of the managers of both to regard the interests of the whole line as one, and there seems to be no reason to doubt that both may work together as effectually as if the lines were consolidated, which should be their great object. The purpose of a consolidation and all its beneficial effects, it is hoped, may thus be obtained, while the objections will be avoided.

It gives great pleasure to state the improved condition of the Great Western Road within the past year.

Its track is now equal to that of any in this country, and it is managed with a degree of vigor, and with a regularity and punctuality, so far as its trains are concerned, to which it has never before attained, and quite equal to the best managed roads of this country in all these respects. It cannot fail, so managed, to add to the strength and popularity of the whole line.

The joint traffic with the Grand Trunk Road has continued to increase, and the equipment now on that road for through business, and the strength the line is acquiring in consequence of it, is giving to that business a value which all the time increases in importance.

The connection made by the Erie Road at the Bridge, with the Great Western Road, during the past year, is an important event for the North Shore line of roads.

By the road built by it from the Bridge to Buffalo, live stock and other freight is sent through without change of cars. It will become an important avenue of traffic, through as well as local.

For more full details relative to business and the expenditures for improvements as well as for expenses, reference is made to the reports of the General Superintendent and Superintendents of car and locomotive repairs.

It gives pleasure to the Board to bear testimony to the zeal and uniform ability with which each has managed his department.

For the financial condition of the company reference is made to the report of the Treasurer, and for that of the sinking funds to the report of the Trustees.

By order of the Board,

J. F. JOY, *President.*

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company.

GENTLEMEN:—The accounts of the Company for the year ending the thirty-first day of May last are herewith submitted, by which it appears that after a dividend of five dollars a share in cash, July 5, 1870, and one of five dollars per share in cash, December 31, 1870, and deducting disbursements for operating, local taxes and interest, there will be found to the credit of income account the sum of \$894,521.09. The balance of this account at the same period last year was \$895,722.22.

A comparison of the business of the year which has just closed with that of the previous year, results as follows:—

From June 1, 1869, to June 1, 1870,—	
The gross receipts were	\$4,677,158 36
operating expenses, including local taxes,	\$3,013,914 95
U. S. Government taxes on dividends and receipts,	99,195 70
interest, and foreign and local exchange,	276,763 56
	3,389,874 21
Net,	\$1,287,284 15

From June 1, 1870, to June 1, 1871,—	
The gross receipts were	\$4,909,317 91
The operating expenses, including local taxes,	\$3,538,204 45
Carried forward,	\$3,538,204 45
	\$4,909,317 91

<i>Brought forward,</i>		\$3,538,204 45	\$4,909,317 91
The U. S. Government taxes on			
dividends and receipts,	58,555 21		
interest, and foreign and lo-			
cal exchange,	160,848 50		
		<u>3,757,608 16</u>	
Net,			\$1,151,709 75

showing a decrease from the previous year of \$135,574.40.

The bonded debt has been decreased during the past year by the payment of bonds matured (\$4,000) and conversion of bonds to stock (\$301,000), to the extent of \$305,000, and increased by the bonds issued in aid of the Michigan Air Line Railroad, \$1,900,000.

The capital stock has been increased by the conversion of bonds and sales of stock to pay for permanent improvements to the extent of \$1,440,000.

Construction account has been increased \$460,152.33 during the past year.

The bonded debt amounts to the sum of .	\$5,224,988 89
Capital stock,	<u>14,665,848 00</u>
Total,	\$19,890,836 89

The sum invested in the sinking funds amounts to \$1,474,383.38.

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 21, 1871.

N. B. The bonds of the Company payable October 1, 1882, are convertible to stock upon presentation at this office on the 1st of January of any year—according to their tenor—and at other times at the option of the Company.

DR.		[A]		The Michigan Central Railroad Company, General Account.		CR.	
1871. June 1,		1871. June 1,					
To construction account,	\$16,724,868 10		By capital stock,			\$14,665,848 00	
Cash on hand, and loaned on call, . . .	75,587 40		Bond Accounts, viz:—				
Materials on hand,	399,133 86		6 per cent. Sterling Bonds,				
Assets in hands of O. Macy, General			convertible, 1st Mortgage				
Receiver,	132,794 04		payable Jan. 1, 1872,		\$467,488 89		
Assets in hands of James F. Joy, Pres-			8 per cent. convertible, 1st				
ident,	208,199 89		Mortgage Bonds, payable				
Joliet and Northern Indiana Railroad			Oct. 1, 1882,		563,000 00		
stock,	168,225 00		8 per cent. convertible, 1st				
Chicago land account,	168,293 67		Mortgage Bonds Sinking				
Jackson land account,	23,911 31		Funds, payable Oct. 1, '82, 2,294,500 00				
Advance to Jackson, Lansing and Sag-							
inaw Railroad Company,	105,000 00		8 per cent. Bonds (Air Line Mortgage),			3,324,988 89	
Sundry accounts,	52,907 78		payable Jan. 1, 1890,			1,900,000 00	
Grand River Valley Railroad Co., . . .	618,309 22		Money borrowed,			128,817 18	
Michigan Air Line Railroad Co., . . .	2,281,459 48		Bills payable,			104,063 69	
Kalamazoo and So. Haven Railroad			Unpaid dividends,			4,243 00	
Company,	39,188 19		U. S. Government 2½ tax,			4,158 76	
Jackson, Lansing and Saginaw Rail-			Fort Wayne, Muncie and Cincinnati Rail-				
road Bonds,	42,735 00		road Company,			24,830 22	
Chicago and Michigan Lake Shore			Income account, balance of this account, . .			894,521 09	
Railroad Bonds,	6,650 00						
Joliet and Northern Indiana Railroad							
Construction,	4,207 89						
	\$21,051,470 83					\$21,051,470 83	
BOSTON, June 1, 1871.		(E. & O. E.)		ISAAC LIVERMORE, Treasurer.			

[B]

Income Account.

DR.

CR.

<p>1871. June 1,</p> <p>To Dividend, five per cent. in cash, payable July 5, 1870,</p> <p>Dividend, five per cent. in cash, payable December 31, 1870,</p> <p>U. S. Government tax on Dividends, &c., . . . \$36,169 69</p> <p>U. S. Government tax on Receipts, 22,385 52</p> <hr/> <p>Operating account from June 1, 1870, to June 1, 1871, including local taxes, . . .</p> <p>Interest and Exchange account, from June 1, 1870, to June 1, 1871,</p> <p>Balance to new account,</p>	<p>1871. June 1,</p> <p>\$661,385 00</p> <p>689,365 00</p>	<p>By Balance of this account, in Treasurer's account of June 1, 1870, . . .</p> <p>Receipts of road from June 1, 1870, to June 1, 1871, per Statement C, . . .</p> <p>Receipts of branch roads, less operating expenses: Grand River Valley Railroad, \$157,729 25</p> <p>Kalamazoo and South Haven, 19,869 61</p> <p>Michigan Air Line, 9,070 27</p> <p>Nunica Division, 11,169 49</p> <hr/> <p>1871. June 1,</p> <p>By Balance brought down,</p>	<p>\$895,722 72</p> <p>4,909,317 91</p> <hr/> <p>\$6,002,879 25</p> <hr/> <p>\$894,521 09</p>
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(E. E.)

Boston, June 1, 1871.

ISAAC LIVERMORE, Treasurer.

NOTE.—On the 21st of June, 1871, the Directors declared a dividend of five dollars per share, payable 5th of July next, free of Government tax, amounting to \$733,285, which deducted from balance on hand June 1st, leaves \$161,236.09 as balance of income account.

[C]

Operating and Interest Accounts for the year ending May 31, '71. Gross Receipts of Road for year ending May 31, '71.

Date.	Account.	Amount.	Months.	Passengers.	Freight.	Miscellaneous	Total.	Amount.
1871. June 1,			1870.					
	Road Repairs,	\$852,506 87	June,	\$131,155 36	\$177,321 95	\$9,984 65	\$318,461 96	
	Building Repairs,	138,777 35	July,	172,094 98	182,076 42	15,523 14	363,694 49	
	Locomotive Repairs,	271,562 76	August,	122,727 12	270,495 59	11,669 70	334,892 41	
	Car Repairs,	413,403 56	September,	188,331 97	243,913 01	7,083 26	438,328 23	
	Locomotive Service,	172,482 06	October,	185,718 99	303,378 40	13,624 78	502,722 17	
	Train Service,	190,304 24	November,	161,226 41	327,650 91	10,365 60	499,242 92	
	Station Service,	709,372 87	December,	169,108 59	184,940 31	10,784 25	364,833 15	
	Fuel,	471,731 25						
	Oil and Waste,	64,362 18	1871.					
	Stationery and Printing,	37,544 47	January,	100,732 51	266,167 63	18,168 24	385,068 38	
	Local Taxes,	82,724 27	February,	77,476 01	278,124 01	6,303 29	362,203 31	
	Telegraph,	38,585 11	March,	136,215 66	356,159 38	25,192 43	517,567 47	
	Miscellaneous,	74,847 46	April,	129,128 80	262,778 12	19,148 04	411,054 96	
			May,	131,932 83	255,273 65	17,041 98	404,248 46	
	Amount paid United States Government Tax on Divi- dend and Receipts,	\$3,538,204 45		\$1,705,849 18	\$3,038,279 38	\$165,189 35		\$4,909,317 91
	Interest and Exchange Accounts from June 1, 1870, to June 1, 1871,	58,555 21						
	Balance, being net receipts for the year ending May 31, 1871,	160,848 50						
		1,151,709 75						
		<u>\$4,909,317 91</u>						<u>\$4,909,317 91</u>

(E. E.)

BOSTON, June 1, 1871.

ISAAC LIVERMORE, *Treasurer.*

TRUSTEES' REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the present standing of the Sinking Funds, the care of which was intrusted to them, shows the balance to the credit of *The First Sinking Fund*, on the 31st of May, 1871, was in

Bonds at par, viz :—	
Michigan Central R. R. Co.,	\$479,500 00
Chicago, Burlington and Quincy R. R. Co.,	16,000 00
Hannibal and St. Joseph R. R. Co.,	33,700 00
Joliet and N. Indiana R. R. Co.,	107,000 00
Burlington and Missouri River R. R. Co.,	212,000 00
Missouri River, Fort Scott and Gulf R. R. Co.,	5,000 00
Jackson, Lansing and Saginaw R. R. Co.,	140,000 00
Carthage and Burlington R. R. Co.,	22,500 00
Dixon, Peoria and Hannibal R. R. Co.,	13,000 00
Chicago and Michigan Lake Shore R. R. Co.,	8,000 00
Ionia and Lansing R. R. Co.,	4,000 00
Fort Wayne, Jackson and Saginaw R. R. Co.,	7,000 00
United States 5-20s,	39,000 00
	\$1,086,700 00
Hannibal and St. Joseph R. R. Co. notes,	16,000 00
Michigan Central R. R. Co. stock at par,	8,300 00
Cash in Boston Bank,	3,066 64
	\$1,114,066 64

To the credit of the *Second Sinking Fund*, on the 31st of May, 1871, was in

Bonds at par, viz.:—

Michigan Central R. R. Co.,	\$159,500 00	
Hannibal and St. Joseph R. R. Co.,	12,900 00	
Joliet and N. Indiana R. R. Co.,	32,000 00	
Burlington and Missouri River R. R. Co.,	65,000 00	
Missouri River, Fort Scott and Gulf R. R. Co.,	15,000 00	
Jackson, Lansing and Saginaw R. R. Co.,	56,000 00	
Carthage and Burlington R. R. Co.,	3,000 00	
Chicago and Michigan Lake Shore R. R. Co.,	2,000 00	
Ionia and Lansing R. R. Co.,	4,000 00	
		<hr/>
		\$349,400 00
Hannibal and St. Joseph R. R. Co. notes,	6,000 00	
Michigan Central R. R. Co. stock at par,	2,700 00	
Joliet and N. Indiana R. R. Co. stock at par,	1,000 00	
Cash in Boston Bank,	1,216 74	
		<hr/>
		\$360,316 74

The accounts for the year ending May 31st, 1871, are as follows:—

Michigan Central Railroad First Sinking Fund in account with the Trustees.

Cash in Boston Bank, May 31, 1870,	\$2,149 76
Received July 1, 1870, 6 months' interest on \$5,000 Hannibal and St. Joseph R. R. Co. notes,	200 00
July 1, 1870, 6 months' interest on \$5,000 Missouri River, Fort Scott and Gulf R. R. bonds,	250 00
July 2, 1870, 6 months' interest on \$21,000 Burlington and Missouri River R. R. bonds,	840 00
July 2, 1870, 6 months' interest on \$13,000 Dixon, Peoria and Hannibal R. R. bonds,	520 00
July 13, 1870, \$131,000 Jackson, Lansing and Saginaw R. R. bonds,	4,978 00
July 13, 1870, \$16,000 Chicago, Burlington and Quincy R. R. bonds,	608 00
September 10, 1870, dividend on 83 shares Michigan Central R. R. Co.,	415 00
October 1, 1870, 6 months' interest on \$33,700 Hannibal and St. Joseph R. R. Co. bonds,	1,179 50
	<hr/>
Carried forward,	\$11,140 26

<i>Brought forward,</i>	\$11,140 26
Received October 1, 1870, 6 months' interest on \$191,000 Burlington and Missouri River R. R. land bonds,	6,685 00
November 1, 1870, 6 months' interest on \$39,000 United States 5-20 bonds,	1,300 89
November 1, 1870, 6 months' interest on \$22,500 Carthage and Burlington R. R. bonds,	900 00
November 1, 1870, 6 months' interest on \$11,000 Hannibal and St. Joseph R. R. notes,	440 00
November 14, 1870, 6 months' interest on \$9,000 Jackson, Lansing and Saginaw R. R. bonds,	360 00
December 31, 1870, 6 months' interest on \$5,000 Missouri River, Fort Scott and Gulf R. R. bonds,	250 00
December 31, 1870, 6 months' interest on \$5,000 Hannibal and St. Joseph R. R. notes,	200 00
December 31, 1870, 6 months' interest on \$13,000 Dixon, Peoria and Hannibal R. R. bonds,	520 00
December 31, 1870, 6 months' interest on \$21,000 Burlington and Missouri River R. R. bonds,	840 00
January 4, 1871, 6 months' interest on \$16,000 Chicago, Burlington and Quincy R. R. bonds,	624 00
January 4, 1871, 6 months' interest on \$131,000 Jackson, Lansing and Saginaw R. R. bonds,	5,109 00
January 11, 1871, dividend on 83 shares Michigan Central R. R. Co.,	415 00
April 1, 1871, 6 months' interest on \$191,000 Burlington and Missouri River R. R. bonds,	6,601 44
April 1, 1871, 6 months' interest on \$33,700 Hannibal and St. Joseph R. R. bonds,	1,164 75
May 1, 1871, 6 months' interest on \$22,500 Carthage and Burlington R. R. bonds,	900 00
May 1, 1871, 6 months' interest on \$39,000 United States 5-20 bonds,	1,301 62
	<hr/>
	\$38,751 96
Paid July 28, 1870, cost of \$9,000 Carthage and Burlington R. R. bonds,	\$9,050 25
September 10, 1870, cost of \$1,000 Jackson, Lansing and Saginaw R. R. bond,	978 67
October 5, 1870, cost of \$8,000 Jackson, Lansing and Saginaw R. R. bonds,	7,873 78
January 11, 1871, cost of \$7,000 Fort Wayne, Jackson and Saginaw R. R. bonds,	6,420 56
January 11, 1871, cost of \$4,000 Ionia and Lansing R. R. bonds,	3,688 89
	<hr/>
<i>Carried forward,</i>	\$28,012 15

<i>Brought forward,</i>	\$28,012 15	
April 7, 1871, cost of \$8,000 Chicago and Michigan Lake Shore R. R. bonds,	7,070 67	
Commission, 1 per cent. on purchases,	350 83	
Clerk-hire,	177 50	
Rent of safe, advertising, etc.,	74 17	
Balance in Boston Bank, May 31, 1871,	3,066 64	
	<hr/>	\$38,751 96

Michigan Central Railroad Second Sinking Fund in account with the Trustees.

Cash in Boston Bank, May 31, 1870,	\$157 24	
Received July 1, 1870, 6 months' interest on \$5,000 Hannibal and St. Joseph R. R. note,	200 00	
July 1, 1870, 6 months' interest on \$15,000 Missouri River, Fort Scott and Gulf R. R. bonds,	750 00	
July 2, 1870, 6 months' interest on \$2,000 Burlington and Missouri River R. R. bonds,	80 00	
July 13, 1870, 6 months' interest on \$54,000 Jackson, Lansing and Saginaw R. R. bonds,	2,052 00	
September 10, 1870, dividend on 27 shares Michigan Central R. R. Co.,	135 00	
October 3, 1870, 6 months' interest on \$12,900 Han- nibal and St. Joseph R. R. bonds,	451 50	
October 3, 1870, 6 months' interest on \$63,000 Bur- lington and Missouri River R. R. bonds,	2,205 00	
November 1, 1870, 6 months' interest on \$3,000 Carthage and Burlington R. R. bonds,	120 00	
November 1, 1870, 6 months' interest on \$1,000 Han- nibal and St. Joseph R. R. note,	40 00	
November 14, 1870, 6 months' interest on \$2,000 Jackson, Lansing and Saginaw R. R. bonds,	80 00	
December 31, 1870, 6 months' interest on \$15,000 Missouri River, Fort Scott and Gulf R. R. bonds,	750 00	
December 31, 1870, 6 months' interest on \$5,000 Han- nibal and St. Joseph R. R. notes,	200 00	
December 31, 1870, 6 months' interest on \$2,000 Burlington and Missouri River R. R. bonds,	80 00	
January 4, 1871, 6 months' interest on \$54,000 Jack- son, Lansing and Saginaw R. R. bonds,	2,106 00	
January 11, 1871, dividend on 27 shares Michigan Central R. R. Co.,	135 00	
January 11, 1871, two dividends on 5 shares Joliet and N. Indiana R. R. Co.,	38 50	
	<hr/>	
<i>Carried forward,</i>		\$9,580 24

<i>Brought forward,</i>	\$9,580 24
April 1, 1871, 6 months' interest on \$63,000 Burlington and Missouri River R. R. bonds,	2,177 44
April 1, 1871, 6 months' interest on \$12,900 Hannibal and St. Joseph R. R. bonds,	445 86
May 2, 1871, 6 months' interest on \$3,000 Carthage and Burlington R. R. bonds,	120 00
	<hr/>
	\$12,323 54

Paid July 28, 1870, cost of \$3,000 Carthage and Burlington R. R. bonds,	\$3,016 75
October 5, 1870, cost of \$2,000 Jackson, Lansing and Saginaw R. R. bonds,	1,968 45
January 11, 1871, cost of \$4,000 Ionia and Lansing R. R. bonds,	3,688 89
January 11, 1871, cost of 5 shares Joliet and N. Indiana R. R. Co.,	450 00
April 7, 1871, cost of \$2,000 Chicago and Michigan Lake Shore R. R. bonds,	1,767 66
Commission, 1 per cent. on purchases,	108 92
Clerk-hire,	72 50
Rent of safe, advertising, etc ,	33 63
Balance in Boston Bank, May 31, 1871,.	1,216 74
	<hr/>
	\$12,323 54

(E. & O. E.)

N. THAYER,
H. H. HUNNEWELL,
W. H. FORBES,
Trustees.

JUNE 20, 1871.

AUDITOR'S REPORT.

BOSTON, June 20, 1871.

To the Directors of the Michigan Central Railroad Company.

GENTLEMEN:—I have examined the President's books at Detroit, and the Treasurer's at Boston, for the year ending May 31st, and have found them to be correctly kept and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

GENERAL SUPERINTENDENT'S REPORT.

OFFICE MICHIGAN CENTRAL RAILROAD, }
CHICAGO, June 15, 1871. }

JAMES F. JOY, *President.*

DEAR SIR:—I beg to submit herewith statements of the operation and traffic of the road, for the year ending May 31st, 1871, with reports of the working departments, statistics, &c.

*Comparative Statement of Earnings and Expenses of Entire Line,
including Branches.*

	1870.	1871.	Increase or Decrease.
<i>Earnings.</i>			
Passengers, . . .	\$1,914,921 75	\$1,912,278 07	—\$2,643 68
Freight, . . .	2,634,438 87	3,329,630 70	+695,191 83
Miscellaneous, . . .	157,927 35	178,214 62	+20,287 27
Totals, . . .	\$4,707,287 97	\$5,420,123 39	+\$712,835 42
<i>Expenses.</i>			
Operating expenses, .	\$2,899,830 99	\$3,774,850 51	+\$875,019 52
Taxes, . . .	114,083 96	86,160 84	—27,923 12
Totals, . . .	\$3,013,914 95	\$3,861,011 35	+\$847,096 40
Ratio of expenses to earnings, including taxes, .	.64 $\frac{3}{100}$	.71 $\frac{11}{100}$	+6 $\frac{58}{100}$
Exclusive of taxes, . .	.61 $\frac{60}{100}$	.69 $\frac{98}{100}$	+8 $\frac{38}{100}$

Separate Earnings and Expenses of the Main Line and Branches.

	Gross Earnings.	Expenses.	Net Earnings.
Main Line, . . .	\$4,978,070 15	\$3,538,204 45	\$1,439,865 70
Joliet Division, . .	109,723 35	155,776 09	—46,052 74
Grand River Valley Div.,	251,623 88	136,510 07	115,113 81
South Haven Division, .	43,705 35	23,819 04	19,886 31
Michigan Air Line, . .	25,831 17	— —	25,831 17
Nunica Division, . .	11,169 49	6,701 70	4,467 79
Totals, . . .	\$5,394,292 22	\$3,861,011 35	\$1,533,280 87

Comparative Earnings and Expenses of Main Line.

	1870.	1871.	Increase or Decrease.
<i>Earnings.</i>			
Passengers, . . .	\$1,914,921 75	\$1,738,181 38	—\$176,740 37
Freight, . . .	2,634,438 87	3,072,557 58	+438,118 71
Miscellaneous, . . .	157,927 35	167,331 19	+9,403 84
Totals, . . .	\$4,707,287 97	\$4,978,070 15	+\$270,782 18
<i>Expenses.</i>			
Operating expenses, .	\$2,899,830 99	\$3,455,480 18	+\$555,649 19
Taxes, . . .	114,083 46	82,724 27	—31,359 69
Totals, . . .	\$3,013,914 95	\$3,538,204 45	+\$424,289 50
Ratio of expenses to earnings, including taxes, .	.64 $\frac{8}{100}$	.70 $\frac{8}{100}$	+6.
Exclusive of taxes, . .	.61 $\frac{60}{100}$	.69 $\frac{41}{100}$	+7 $\frac{81}{100}$
Passenger earnings per mile, . . .	\$6,742 68	\$6,120 35	—\$622 33
Freight earnings per mile,	9,276 19	10,818 86	+1,542 67
Miscellaneous earnings per mile, . . .	556 08	589 19	+33 11
Total earnings per mile,	\$16,574 95	\$17,528 40	+\$953 46

The freight earnings during the year, as compared with the previous year, are as follows:—

	1870.	1871.	Increase.	Decrease.
Local East, . .	\$714,396 07	\$776,998 19	\$62,602 12	—
Local West, . .	626,133 40	717,622 92	91,489 52	—
Through East, . .	823,577 96	1,045,579 22	222,001 26	—
Through West, . .	470,331 44	532,357 25	62,025 81	—
Totals, . .	\$2,634,438 87	\$3,072,557 58	\$438,118 71	—

Percentage of local increase, 11 $\frac{49}{100}$
of through increase, 21 $\frac{56}{100}$
of through and local increase, 16 $\frac{63}{100}$
of local to entire freight earnings, 48 $\frac{64}{100}$
of local passenger and freight earnings to all earnings, 47 $\frac{44}{100}$

The increase of tonnage on all freight amounts to 34 $\frac{24}{100}$ per cent.

Passenger earnings, as compared with the previous year, are as follows:—

	1870.	1871.	Increase.	Decrease.
Local East, . .	\$452,045 03	\$436,417 43	—	\$15,627 60
Local West, . .	459,161 00	430,717 09	—	28,443 91
Through East, . .	456,989 01	409,807 90	—	47,181 11
Through West, . .	481,773 94	427,607 43	—	54,166 51
Emigrants, . .	64,952 77	33,631 53	—	31,321 24
Totals, . .	\$1,914,921 75	\$1,738,181 38	—	\$176,740 37

Percentage of local decrease, 4 $\frac{84}{100}$
of through decrease, 10 $\frac{80}{100}$
of emigrant decrease, 48 $\frac{22}{100}$
of local to entire earnings, 49 $\frac{82}{100}$

There has been a general falling off in our passenger traffic of the Main Line during the year, both in number of passengers carried and in receipts—our local travel having suffered alike with the through. Compared with the year previous, it will be seen by reference to Table D, that 28,287 less local passengers have been carried, showing a falling off of \$44,171.51, or nearly five per cent. on this class of earnings. The through passengers carried, including emigrants, have been 22,000 less in number, and the earnings of this class have fallen off \$132,667, or quite 13 per cent.

The ratio of earnings to number of passengers shows a falling off of the former, in consequence of the reduced rates of fare on through travel, as compared with the average rates of the year previous.

The falling off of through travel between Chicago and the East is not confined to our line, and is in part attributable to the improved condition of the south-west lines, that are diverting the lower Mississippi travel by their shorter distance to the seaboard.

PASSENGER TRAINS.

Three daily through express trains and one way mail have run during the year, with way accommodation trains, between Detroit and Dexter and Chicago and Kalamazoo. Through drawing-room and sleeping cars have been run daily between Chicago and New York, and through sleeping and day cars to Suspension Bridge and Rochester on all express trains. By an arrangement with the Grand Rapids and Indiana Road from Kalamazoo, close connections are made to accommodate the travel between Chicago and interior Michigan, and sleeping cars are run through to and from Grand Rapids.

Three trains, one passenger and two mixed, have been run daily on the Grand River Valley Division, with satisfactory results, as will be seen by the table of earnings.

FREIGHT EARNINGS.

The earnings of this department show a healthy increase, both in tonnage and receipts.

The increase in tons carried, local, has been 43,611 tons or $16\frac{1}{2}$ per cent., with $11\frac{1}{2}$ per cent. of increase in receipts.

The increase in tons carried through has been 187,943 tons or $56\frac{1}{2}$ per cent., while the gain in receipts has been but 22 per cent.

The increase in tons moved, of all freight, over the previous year has been $34\frac{1}{4}$ per cent., while with diminished passenger earnings the increased expenses of all kinds are 6 per cent.

The unusually large amount of freight passing over the line during the winter months, together with the inclemency of the season, demonstrated with us the fact that the volume of this class of traffic exceeded the point of economical working over single track.

The completion of the Air Line, by which two-fifths of our road will hereafter be used as double track, with the aid of additional sidings east of Jackson, is our effectual remedy, and provides largely for future increase.

The Air Line division between Niles and Jackson was partially opened for local traffic on the 1st of February last, but the necessary occupation of the road by construction trains and the unprepared facilities for doing business, have only recently admitted the passage of through freight trains in one direction over the road.

The ballasting, fencing, sidings and buildings are so far completed that we should enter upon all the advantages of the new line early in July.

The Kalamazoo and South Haven division is being economically worked, and with fair results, in view of the fact of its location through a new and sparsely settled timber section.

Mills have been erected this season which are turning out the finer qualities of lumber, of which 1,200 carloads are now contracted for and moving to the Eastern markets, all paying good rates to this Company.

Under recent arrangements with the Chicago and Michigan Lake Shore Road, lumber is coming forward freely from that line destined to points south and west of Chicago.

GENERAL STATISTICS.

For statistics in detail, embracing all classes of traffic, see tables A to L, inclusive.

TELEGRAPH DEPARTMENT.

The operations of this very important department of the service have been conducted with their usual degree of success.

Telegraph lines, under control of this Company, have been placed upon the Grand River Valley and Air Line divisions for the working of trains and convenient transaction of other business of the Company.

ROAD REPAIRS.

The expense of road repairs has been 19 per cent. over the previous year; which is attributable to the increased use of tracks and high speed of express trains, run during six months of the year.

Ten miles of Troy Bessimer steel rail were put in last autumn, which have stood the wear and test of the winter without any breakage or defect whatever.

Eight miles have already been put in this summer of the 55 miles ordered for the season; all of which will nearly complete continuous steel rail main track between Detroit and Jackson.

I cannot refrain from recommending a second track between Grand Trunk Junction and Ypsilanti, 27 miles, to be put in this year and next.

The grading for part of the distance is nearly complete, and the cost for the remainder of the distance is quite light.

This track is quite indispensable for the free and economical working of trains.

TRACK.

The details of expenditure for labor, materials, &c., on Main Line are as follows:—

For personal services,	.	.	.	.	.	\$363,736	87
repairs of tools,	.	.	.	.	.	7,879	14
ties,	.	.	.	.	.	82,351	07
spikes,	.	.	.	.	.	23,538	65
Cost of frogs,	.	.	.	.	.	9,690	31
of re-rolled and steel rail,	.	.	.	.	.	236,184	97
of repairs of rail,	.	.	.	.	.	19,480	10
							<hr/>
<i>Carried forward,</i>	.	.	.	.	.	\$741,861	11

<i>Brought forward,</i>	.	.	.	.	.	\$741,861 11
Cost of joint splice,	.	.	.	.	.	34,422 48
of bridge repairs,	.	.	.	.	.	13,784 56
of fence repairs,	.	.	.	.	.	17,522 44
of switches,	.	.	.	.	.	15,494 50
Miscellaneous,	.	.	.	.	.	28,421 78
						<hr/>
Total,	.	.	.	.	.	\$852,506 87
Total for same, year previous,	.	.	.	.	.	715,759 05
						<hr/>
Excess over year previous,	.	.	.	.	.	\$136,747 82

Material as follows has been used :—

5,594 $\frac{1637}{2240}$ tons re-rolled iron and steel rails.

4,147 $\frac{1668}{2240}$ tons repaired rail.

3,417 kegs rail spikes.

182,265 oak ties.

40,088 sets splice-joints.

27 miles new board fence.

10 new stone and cement culverts under track.

6 $\frac{19}{100}$ miles, or 32,660 feet additional side track.

Entire length of side track on Main Line is 72 $\frac{6}{100}$ miles.

The re-rolled rails have laid 59 $\frac{33}{100}$ miles.

repaired rails have laid 43 $\frac{99}{100}$ “

replaced rails have laid 33 $\frac{98}{100}$ “

Total of renewed track, 137 $\frac{30}{100}$ miles.

Being 48 $\frac{35}{100}$ per cent. of entire main track.

BRIDGES.

Four wooden bridges under track have been rebuilt, and ten have been thoroughly repaired. All have been carefully inspected and are in good condition.

BUILDINGS (MAIN ROAD).

Wayne. Passenger-house repaired.

Ypsilanti. Addition of three new stalls to engine-house.

Ann Arbor. Freight-house repaired, with new office added.

New large frost-proof water-tank, with stone foundation.

Chelsea. New well, 26 feet depth, 25 feet diameter, for supply of trains; new wind-mill and tower, with 1,800 feet of water logs, conveying abundant supply of water from spring.

Jackson. New engine-house (wood), with stalls for ten engines. New turn-table, 80 feet of coal shed, with cranes. Temporary blacksmith shop. New telegraph office.

Marshall. Engine-house repaired, with new floors and partially new roof.

Kalamazoo. New freight office.

Michigan City. Engine-house floors relaid, and three stalls rebuilt.

Lake. One new wind-mill. Passenger-house repaired, with new floors and roof, and addition built on west end.

Chicago. New wood and coal shed, 200 feet long. New oil building separate from others; and new small building, with bunks for engineers.

GRAND RIVER VALLEY DIVISION.

Track. New and additional sidings have been put at Grand Rapids, Hammond, Caledonia, Middleville, Hastings, Quimby, Sheridan, Vermontville, Charlotte and Eaton Rapids; altogether amounting to 11,650 feet, with 15 additional switches.

Two new, small wooden bridges, have been built at cost of	\$799 50
Long bridge near Rive's Junction, rebuilt, cost	1,669 00
Thorn Apple River bridge near Middleville, rebuilt,	354 00
Four new culverts at cost of	482 76
29 plank drains at cost of	150 00
47 cattle guards at cost of	775 50
Water tanks at Eaton Rapids and Nashville at cost of	550 00
30,715 rods new board fencing, at cost of	27,643 50
5,825 ties used in sidings,	1,165 00
New passenger and freight house at Vermontville,	2,500 00
New passenger and freight house at Middleville,	2,500 00

GENERAL IMPROVEMENTS.

During the year new and elevated switch and signal posts, with attachments of improved pattern and construction for day

and night use, have been placed at all outside station switches ; the lantern and signal being elevated 24 feet from the track.

The Westinghouse air-brake has been placed upon all our day passenger trains with excellent results.

This train brake is operated by the engineer, who at all times has complete control of his train, and practical use of the brake for all stops.

LOCOMOTIVE DEPARTMENT.

The expenses of locomotive repairs, show an increase of \$5,147.73, or $1\frac{93}{100}$ per cent. on the previous year ; while the mileage of locomotive service has been increased 642,872 miles, or 25 per cent.

This desirable result is attributable, chiefly, to the general improved condition of our locomotive stock, by reason of the large percentage of new engines which have been added within the last two years, and the disposition by sale, and to lighter service, of many of the old ones.

The present equipment of this department is materially improved and of greater capacity and effectiveness than heretofore.

CAR DEPARTMENT.

The condition of the stock of this department has been improved, by the complete rebuilding of four coaches, at a cost of \$18,000, and thorough overhauling, repairing and repainting of seventeen others, at cost of \$20,800. During the year the remainder of all cars, belonging to the Company, running on our passenger trains, have been fitted with the Miller platform and coupling, which has several times demonstrated to us its desirable qualities in securing safety to cars and passengers.

All our passenger coaches are completely supplied with the Ruttan system of ventilation, and all trains composed of twelve-wheel cars ; altogether forming an equipment really unsurpassed in the qualities of comfort and safety.

FREIGHT EQUIPMENT.

The stock of freight cars has been increased during the year by addition of 212 new cars of first-class design and construction, all having the new standard truck, adopted by the Company.

One hundred and thirty-two entirely new cars of all descriptions, have been built to replace the same number of cars deemed as unfit for service ; and 56 more rebuilt with partial use of old material.

Included in the expense of the car department, is the balance of mileage account, for use of foreign cars, amounting to \$72,559.21.

While more properly chargeable to this department than any other, I recommend in future, the opening of a new account for the excess of mileage of all foreign cars, both passenger and freight.

I submit herewith, the reports of the Superintendents of the locomotive and car departments, with remarks and statistics of interest concerning their respective departments, which have been managed in a manner highly creditable to the heads of both.

In closing this Report, I am gratified in the opportunity of again bearing testimony to the faithful discharge of duty throughout the several departments, by all persons holding positions of responsibility.

Respectfully,

H. E. SARGENT,
General Superintendent.

REPORT OF SUPERINTENDENT OF LOCOMOTIVE DEPARTMENT.

H. E. SARGENT, Esq., *General Superintendent.*

DEAR SIR:—Herewith I hand you statement of the working of the Locomotive Department for the year ending May 31, 1871.

While the expenses are in the aggregate a little higher than last year, when considered in connection with the fact that the extreme heavy traffic of the road, insufficiency of power for the unusual business of the last winter, and limited facilities and opportunities for repairing, all of which have combined to largely increase the consumption of fuel, &c., and cost of service and repairs of engines, the condition of machinery as well as cost of maintaining are reasonably satisfactory. But to preserve this favorable condition will require several additional locomotives, and shops suitably located and equipped. During the year we have completed one engine, rebuilding, and rebuilt another entire from a 10 to an 8-wheel, and added to our stock 19 new locomotives (making in all 128 on main line and divisions), described as follows:—

NAMES.	Connections.	Cylinders.	Diameter of Drivers.	No. of Drivers.	Fuel.
Eaton, . . .	Outside, . .	14×24	5 feet.	4	Wood.
Barry, . . .	“ . .	“	“	4	“
Mayflower, . . .	Inside, . .	15×18	“	4	“
Toledo, . . .	Outside, . .	15×22	“	4	“
Kent, . . .	“ . .	16×24	“	4	“
Muskegon, . . .	“ . .	“	“	4	“
Agate, . . .	“ . .	17×24	5 ft. 6 in.	4	“

NAMES.	Connections.	Cylinders.	Diameter of Drivers.	No. of Drivers.	Fuel.
Onyx, . . .	Outside, .	17×24	5 ft. 6 in.	4	Wood.
Victor, . . .	" .	16½×24	4 ft. 6 in.	4	Coal.
Valor, . . .	" .	"	"	4	"
Magic, . . .	" .	"	"	4	Wood.
Mercury, . . .	" .	"	"	4	"
Three Rivers, .	" .	"	5 ft. 6 in.	4	"
Concord, . . .	" .	"	"	4	"
Cassopolis, . . .	" .	"	"	4	Coal.
Tekonsha, . . .	" .	"	"	4	"
Dictator, . . .	" .	"	4½ feet.	4	"
Dauntless, . . .	" .	"	"	4	"
Duchess, . . .	" .	"	"	4	"
Dreamer, . . .	" .	"	"	4	"
Fearless, . . .	" .	—	—	4	Wood.
Bloomingtondale, .	" .	16×24	5 feet.	4	"
Gipsy, . . .	" .	10×16	4 feet.	2	"
Admiral, . . .	" .	15×22	44 inches.	6	Coal.
Brigand, . . .	" .	16½×24	4 ft. 6 in.	4	"
Boxer, . . .	" .	"	"	4	"
Bruiser, . . .	" .	"	"	4	"
Bailiff, . . .	" .	"	"	4	"

Number of engines burning coal, 40

Number of engines burning wood, 88

Total number, 128

We have put up a large tubular boiler in Detroit shop for heating, and have kept the shops here and at the other points on the line in their usual good repair. Your attention is directed to the accompanying tables.

All of which is respectfully submitted.

A. S. SWEET, *Superintendent.*

[A]

*Statement of Miles run by Locomotives during the year from
June 1, 1870, to May 31, 1871, inclusive.*

MONTHS.	Miles Passenger Trains.	Miles Freight Trains.	Miles Working Trains.	Miles Switch- ing Trains.	Total Miles.
1870.					
June, . .	82,721	103,206	14,713	34,576	235,216
July, . .	75,763	103,221	16,092	31,075	226,151
August, . .	83,250	117,335	16,951	34,910	252,446
September, .	81,783	117,894	16,146	35,463	251,286
October, . .	78,187	116,154	17,824	38,052	250,217
November, .	78,427	127,994	18,299	40,755	265,475
December, .	80,039	146,692	12,047	39,739	278,517
1871.					
January, . .	76,548	163,712	16,926	42,007	299,193
February, .	82,238	145,877	14,867	49,101	292,083
March, . .	79,665	125,216	24,453	38,409	267,743
April, . .	89,055	143,276	27,592	42,425	302,348
May, . .	84,612	132,305	25,263	41,919	284,099
Total, .	972,288	1,542,882	221,173	468,431	3,204,774

[B]

Condensed Statement of Repairs and Service.

Cost of locomotive repairs,	\$271,562 76
---------------------------------------	--------------

Cost of locomotive service,	172,482 06
---------------------------------------	------------

Cost of Fuel.

66,324 cords of wood, at \$4.33,	\$287,182 92
--	--------------

27,213 tons coal, at \$3.96,	107,763 48
--	------------

Total cost of fuel,	\$394,946 40
-------------------------------	--------------

31,415 gallons of oil, at 65 $\frac{4}{10}$ cents,	\$20,419 75
--	-------------

69,763 pounds waste, at 17 $\frac{43}{100}$ cents,	12,159 69
--	-----------

31,082 pounds rags, at 7 $\frac{69}{100}$ cents,	2,445 57
--	----------

Average number of miles run to each cord of wood consumed, .	33 $\frac{85}{100}$
--	---------------------

Average number of miles run to each ton of coal consumed, .	37 $\frac{74}{100}$
---	---------------------

Average number of miles run to each gallon of oil consumed, .	102 $\frac{14}{100}$
---	----------------------

Average number of cars hauled per train,	22 $\frac{44}{100}$
--	---------------------

Recapitulation.

Cost per mile run—

For repairs,	08 $\frac{47}{100}$ cents.
------------------------	----------------------------

engineers, firemen and wipers,	05 $\frac{38}{100}$ "
--	-----------------------

fuel,	12 $\frac{82}{100}$ "
-----------------	-----------------------

oil,	$\frac{687}{1000}$ "
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rags and waste,	$\frac{455}{1000}$ "
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Total cost per mile run,	27 $\frac{262}{1000}$ cents.
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[C]

Statement showing the numbers and occupation of Employees at the different Shops on the line of Road in this Department.

OCCUPATION.	Detroit.	Jackson.	Marshall.	M. City.	Chicago.	Totals.
Superintendent,	1	-	-	-	-	1
Clerk,	1	-	-	-	-	1
Chief Foreman,	1	-	-	-	-	1
Engine Dispatchers,	1	1	1	1	1	5
Time Keepers,	1	-	1	1	-	3
Master Mechanics,	-	-	1	1	-	2
Machinists,	43	-	32	23	1	99
Carpenters,	8	-	2	1	-	11
Coppersmiths,	11	-	2	1	-	14
Pattern Makers,	1	-	1	1	-	3
Flue Setters and Caulkers,	2	-	2	1	-	5
Blacksmiths,	8	1	4	4	1	18
Helpers,	11	1	5	5	2	24
Laborers,	12	2	12	9	3	38
Watchmen,	5	3	6	3	2	19
Boiler Makers,	8	-	4	4	-	16
Hclpers,	3	-	6	5	-	14
Stationary Engineers,	2	-	1	1	-	4
Stationary Firemen,	2	-	-	-	-	2
Locomotive Engineers,	45	12	42	21	7	127
Locomotive Firemen,	45	12	43	22	6	128
Locomotive Wipers,	8	10	12	11	5	46
Boiler Washers,	1	-	1	1	1	4
Bolt Cutters,	2	-	1	1	-	4
Painters,	3	-	1	1	-	5
Tender and Truck Repairers,	7	-	4	2	-	13
Apprentices,	20	-	3	2	-	25
Fuel men,	1	-	-	6	-	7
Office boy,	1	-	-	-	-	1
Drayman,	-	-	-	1	-	1
Draughtsman,	1	-	-	-	-	1
Oil and Waste Clerk,	-	-	1	-	-	1
Total number,	255	42	188	129	29	643

REPORT OF SUPERINTENDENT OF CAR DEPARTMENT.

M. C. R. R. CAR DEPT., DETROIT, }
June 8th, 1871. }

H. E. SARGENT, Esq., *General Superintendent.*

DEAR SIR:—Herewith please find the usual Annual Report of the operations of this department for the fiscal year ending May 31st, 1871, which, together with the Statistical Tables pertaining thereto, is respectfully submitted.

ROLLING STOCK.

The cars in use and owned by this Company, included in which are nine (9) Pullman Sleeping Cars, the maintenance of which is borne by this Company, are classified as follows:—

Day Coaches,	12 wheels each, . . .	59
Pullman Sleeping Cars,	12 " " . . .	3
" " "	16 " " . . .	6
Second-Class and Emigrant,	12 " " . . .	29
" " "	8 " " . . .	5
Baggage and Mail,	12 " " . . .	18
" " "	8 " " . . .	9
Caboose,	8 " " . . .	58
Extra Large Stock,	8 " " . . .	187
Ordinary,	8 " " . . .	86
Double Deck,	8 " " . . .	73
Merchandise,	8 " " . . .	795
Blue Line,	8 " " . . .	289
" Refrigerator,	8 " " . . .	21
Platform,	8 " " . . .	405
Hand (215), Rubble (114), and Wood (31),	. . .	360
Total, . . .		2,394

The cost of Passenger maintenance (including Second Class), for the past year has been \$150,583.71.

The cost of maintaining the Sleeping Cars, which are assumed to belong to this Company, nine in all, has been, for the past year, \$18,563.41.

The amount expended in the repairs of what we term "Foreign Sleeping Cars" (cars not assigned to this road), has been for the past year \$11,905.06, mostly charged to and paid for by the Pullman Palace Car Company, yet it does not appear as a credit to this department, being absorbed as an offset to their claims for mileage.

DETAILS OF EXPENDITURE.

The cost of Baggage Car maintenance for the year has been \$11,010.74.

The number of Baggage Cars has been increased this year by the building of two twelve-wheel for the through business, and one acquired by the purchase of the K. & S. H. R. R.

Three superior twelve-wheel Postal cars have been built for Main Line use.

Of the freight cars, 1,430 are fitted up for grain in bulk, being altogether an increase of 212 cars over the number reported last year, viz.: 10 Caboose, 52 Blue Line, 51 Merchandise and 99 Platform, all of which are first-class in all respects.

There have also been built entirely new, to take the place of a like number unfit for service, thirty-five (35) Stock cars, two (2) Double Deck Stock cars, forty-eight (48) Merchandise cars and forty-seven (47) Platform cars; and forty-two (42) "Merchandise" and "Stock cars," and eight (8) "Platform cars" have been rebuilt with use of partial old material.

The amount of expenditure on account of Freight cars, for the year, has been \$242,387.38, which excess of expenditure over last year is mainly due to the heavy balance of mileage against this Company, being 4,837,281 miles, which, at one and a half cents per mile, amounts to \$72,559.21, all of which has been charged to this department.

The number of miles run by freight cars is in excess of last year by nearly fifty per cent., mileage for 1870 being 20,219,038, and in 1871, 30,020,563.

The total amount expended for Hand cars is \$9,422.27, included in which is the building of one hundred and three (103) Hand cars, and forty-two (42) Rubble cars.

CONSTRUCTION ACCOUNT.

In addition to the 102 Blue Line and Merchandise cars, &c., built and charged to *Construction Account*, we are now building twenty (20) Passenger coaches and seven (7) Baggage cars, for use on our own and branch lines.

The demand for rolling stock of all classes during the past year has been so great that it has been quite impossible to relieve them from service long enough to put them in as good order as a due regard for economy would warrant.

J. B. SUTHERLAND,
Superintendent Car Department.

T A B L E S

TO

GENERAL SUPERINTENDENT'S REPORT.

1871.

[A]

*Statement of the Number of Way Passengers and the Earnings
from the same for the years ending May 31, 1870 and 1871.*

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1870.	Year ending May 31, 1871.	Year ending May 31, 1870.	Year ending May 31, 1871.
1870.				
June, . . .	53,298½	54,653	\$70,021 01	\$70,894 59
July, . . .	61,447½	59,998½	75,648 46	70,912 18
August, . .	61,036½	60,426	77,636 57	77,507 97
September, .	76,473	69,558	104,343 03	93,804 62
October, . .	63,263½	62,725	89,499 93	82,937 30
November, .	57,814½	59,218	78,382 44	75,844 79
December, .	57,495½	54,689	73,283 44	69,265 87
1871.				
January, . .	51,744	47,089	66,441 17	65,499 90
February, . .	48,409	44,840½	59,113 54	55,647 51
March, . . .	58,238½	59,036	71,749 16	74,414 27
April, . . .	60,605½	51,520½	75,475 51	65,515 57
May, . . .	53,675½	51,460	69,611 77	64,889 95
Totals, . .	703,501½	675,213½	\$911,206 03	\$867,134 52

[B]

Statement of the Whole Number of Passengers and the Earnings from the same for the years ending May 31, 1870 and 1871.

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1870.	Year ending May 31, 1871.	Year ending May 31, 1870.	Year ending May 31, 1871.
1870.				
June, . . .	71,879½	69,065	\$162,820 94	\$150,498 43
July, . . .	77,094½	73,121	164,200 75	145,542 66
August, . . .	76,518	74,557½	174,096 86	162,575 65
September, . . .	92,895	85,557½	210,028 59	193,859 05
October, . . .	79,449½	78,647½	191,337 29	181,849 48
November, . . .	72,807½	70,569½	173,636 09	147,773 82
December, . . .	69,907½	63,184½	156,535 65	126,981 07
1871.				
January, . . .	60,243½	53,500	124,688 80	110,537 69
February, . . .	55,447	50,922½	107,886 74	98,376 38
March, . . .	67,727½	69,261	135,000 55	144,969 83
April, . . .	73,568	62,037½	158,001 36	132,970 57
May, . . .	68,045	64,070	156,688 13	141,246 75
Totals, . . .	865,582½	814,493½	\$1,914,921 75	\$1,738,181 38

[O]

EARNINGS for the Year ending May 31, 1871.

MONTHS.	Passengers.	Freight.	Mall.	Miscellaneous.	Total—1871.	Total—1870.	Increase.	Decrease.
1870.								
June, . . .	\$150,498 43	\$200,618 30	\$3,490 39	\$8,579 95	\$363,187 07	\$366,023 19	-	\$3,436 12
July, . . .	145,542 66	170,886 58	3,490 39	6,971 79	326,891 42	329,950 26	-	3,058 84
August, . . .	162,575 65	205,016 30	3,490 39	7,798 31	378,880 65	353,569 04	\$25,311 61	-
September, . . .	193,859 05	261,174 81	3,490 39	9,446 60	467,970 85	473,546 59	-	5,575 74
October, . . .	181,849 48	315,687 64	3,490 39	10,419 55	511,447 06	490,772 58	20,674 48	-
November, . . .	147,773 82	290,506 78	3,490 39	12,102 63	453,873 62	448,419 01	5,454 61	-
December, . . .	126,951 07	244,497 98	3,490 39	12,868 17	387,827 61	374,542 90	13,284 71	-
1871.								
January, . . .	110,537 69	263,415 38	3,490 39	7,965 60	385,409 06	337,992 45	47,416 61	-
February, . . .	98,376 38	289,539 02	8,144 31	7,948 40	404,008 11	329,127 57	74,880 54	-
March, . . .	144,969 83	282,772 12	4,072 13	9,871 28	441,685 36	384,430 68	57,254 68	-
April, . . .	133,970 57	272,063 94	4,072 13	12,691 07	422,797 71	412,030 42	10,767 29	-
May, . . .	141,246 75	276,378 73	4,072 13	12,394 02	434,091 63	406,283 28	27,808 35	-
Totals, . . .	\$1,738,181 38	\$3,072,557 58	\$48,283 82	\$119,047 37	\$4,978,070 15	\$4,707,287 97	\$270,782 18	-

[D]

COMPARATIVE STATEMENT OF *Passengers and Freight Business for the years ending May 31, 1870 and 1871.*

1870.			1871.		INCREASE.		DECREASE.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
<i>Passengers.</i>								
East, . . . {	350,026	\$452,045 03	338,598½	\$436,417 43	-	-	11,427½	\$15,627 60
Local, . . . {	67,015	456,989 01	63,008	409,307 90	-	-	4,007	47,181 11
Through, . . . {								
West, . . . {	353,475½	459,161 00	336,615	430,717 09	-	-	16,860½	28,443 91
Local, . . . {	69,043	481,773 94	63,021	427,607 43	-	-	6,022	54,166 51
Through, . . . {	26,023	64,952 77	13,251	33,631 53	-	-	12,772	31,321 24
Emigrants, . . . {								
Total Passengers, . . .	865,582½	\$1,914,921 75	814,493½	\$1,738,181 38	-	-	51,089	\$176,740 37
<i>Freight.</i>								
East, . . . {	-	\$714,396 07	-	\$776,998 19	-	\$62,602 12	-	-
Local, . . . {	-	823,577 96	-	1,045,579 22	-	222,001 26	-	-
Through, . . . {								
West, . . . {	-	626,133 40	-	717,622 92	-	91,489 52	-	-
Local, . . . {	-	470,331 44	-	532,357 25	-	62,025 81	-	-
Through, . . . {								
Total Freight, . . .	-	\$2,634,438 87	-	\$3,072,557 58	-	\$438,118 71	-	-
Miscellaneous, . . .	-	\$157,927 35	-	\$167,331 19	-	\$9,403 84	-	-
Total Earnings, Pass. and Freight,	-	\$4,707,287 97	-	\$4,978,070 15	-	\$270,782 18	-	-

[E]

MONTHLY STATEMENT OF Freight moved during the year ending May 31, 1871.

	June.	July.	August.	Sept.	October.	Nov.	Dec.	January.	Feb'y.	March.	April.	May.	Totals.
Apples, bbls.,	43	1,183	8,696	29,584	110,477	65,638	11,784	6,772	9,146	6,435	2,506	37	252,301
Ale and Beer, bbls., . . .	769½	856½	753	721½	702½	566½	548	440½	389½	557½	624	608½	7,546
Ashes, tons,	71	45	54	15	35	56	25	30	35	48	81	57	552
Barley and Rye, bush., .	12,276	17,213	20,936	44,775	22,310	12,029	11,293	13,279	32,223	32,920	21,456	16,156	256,866
Beans, bush.,	342	530	942	1,265	905	2,035	1,593	3,080	2,137	5,155	3,481	1,128	22,593
Bran and Shorts, tons, .	1,284	1,178	1,954	2,441	2,960	1,904	1,515	1,417	1,135	1,270	1,791	1,718	20,567
Beef, bbls.,	1,279	1,559	892	1,770	3,273	6,796	12,205	10,764	13,625	3,552	2,463	1,869	60,037
Butter, tons,	210	180	254	451	231	171	92	99	117	112	90	184	2,191
Corn, bush.,	243,476	133,469	153,285	133,133	180,960	367,120	801,118	635,370	675,713	588,934	642,009	329,367	4,883,954
Corn Meal, bbls., . . .	360	1,297	439	937	1,269	1,054	2,734	4,386	3,977	4,099	2,771	2,806	26,129
Coal, tons,	1,188	1,152	1,273	2,628	1,903	1,801	3,023	1,119	957	1,323	1,099	1,252	18,718
Dried Fruit, tons, . . .	45	28	10	3	28	205	233	166	612	176	156	51	1,713
Flour, bbls.,	79,417	57,462	115,139	112,998	154,542	123,644	93,352	64,171	65,520	62,023	83,705	71,358	1,083,331
Grass Seed, tons, . . .	14	6	45	52	90	117	75	110	275	488	156	50	1,478
Ham and Bacon, tons, .	123	1	29	172	56	498	892	1,913	2,065	1,942	507	407	7,705
High Wines, bbls., . . .	1,422	2,627	2,132	2,851	1,932	1,871	1,575	4,562	1,740	3,211	2,066	812	26,801
Hides, tons,	676	428	555	375	459	706	891	729	518	477	354	251	6,419
Iron and Nails, tons, . .	429	308	488	385	506	510	827	415	173	374	699	502	5,616

Lumber, feet, . . .	8,245,389	6,660,953	6,764,315	5,677,593	5,782,458	4,060,713	4,019,611	3,684,513	5,369,892	5,190,401	6,674,212	7,713,074	69,843,154
Oats, bush., . . .	103,807	137,592	291,086	126,298	144,485	92,031	91,280	64,987	68,506	65,409	162,383	152,040	1,499,904
Plaster, tons, . . .	464	468	252	561	454	6	39	40	1,270	1,309	3,202	1,635	9,700
Pig Iron and Iron Ore, tons, .	1,556	2,003	1,597	890	973	1,306	794	522	451	1,119	547	776	12,534
Pork in barrel, bbls., . . .	1,918	6,989	4,723	1,309	1,168	2,068	6,506	7,430	9,445	1,718	525	629	44,448
Pork in hog, tons, . . .	-	-	-	-	-	157	2,640	8,359	4,465	307	7	3	15,938
Potatoes, bush., . . .	31,631	17,054	18,543	22,958	91,654	61,361	4,067	15,655	12,747	24,865	98,394	101,819	500,748
Salt, bbls., . . .	3,455	3,693	3,476	3,294	3,690	3,573	5,158	3,505	1,626	14,308	2,685	2,056	50,609
Shingles, M., . . .	5,915	4,249	7,087	5,905½	5,182½	3,899	2,906½	1,943	3,488	3,657½	5,202½	6,953	56,388½
Wool, tons, . . .	768	1,665	837	322	380	466	156	128	90	78	190	731	5,811
Wheat, bush., . . .	171,057	115,887	194,222	255,450	422,403	328,703	97,079	106,155	126,630	129,763	207,722	191,674	2,347,825
Whiskey, bbls., . . .	869	899	1,790	2,047	3,005	3,154	2,286	1,903	1,711	2,028	2,082	1,471	23,254
Cattle, number, . . .	13,872	14,463	15,037	10,430	8,164	11,452	6,149	4,441	6,630	9,359	14,005	18,055	132,057
Horses, number, . . .	241	179	123	152	102	128	119	128	140	629	384	303	2,628
Hogs, number, . . .	21,978	17,095	13,795	19,628	29,450	33,116	32,065	13,133	10,107	17,932	20,006	27,482	256,747
Sheep, number, . . .	3,244	2,018	2,277	8,781	10,120	24,644	22,102	25,830	28,807	17,541	9,284	9,131	163,779
Wood, cords, . . .	71	244½	61½	197	146	238	45	102½	94	38	188	421½	1,847
Unenumerated articles, tons, .	25,718	24,243	32,151	30,140	33,251	27,221	27,229	23,932	26,577	32,768	31,646	32,138	347,023
Totals in tons, . . .	81,397	72,170	91,758	88,054	109,427	97,748	95,785	85,564	91,562	92,133	103,723	96,554	1,105,875

[F]

CONDENSED STATEMENT of the Business of the Michigan Central Railroad for the last Ten Years.

YEARS ENDING	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of tons of Freight moved	Gross Earnings.	Operating Disburse- ments, including taxes.	Net Earnings.	Expenses less taxes, per ct. of Gross Earnings.	Net Earn- ings per ct. of Gross Earnings.
May 31, 1862, . .	253,586½	55,292	308,828½	463,112	\$2,361,241 42	\$1,149,152 94	\$1,212,088 48	45½	51½
May 31, 1863, . .	387,672	59,689½	447,361½	564,827	2,946,560 55	1,272,359 72	1,674,200 83	40½	56½
May 31, 1864, . .	556,206½	89,552½	645,759	542,410	3,434,548 63	1,720,125 05	1,714,423 58	47½	49½
May 31, 1865, . .	745,348½	107,540½	852,889	485,275	4,145,419 57	2,406,149 63	1,739,269 94	55½	42
May 31, 1866, . .	766,755½	136,070½	902,826	533,451	4,446,490 51	2,808,375 92	1,638,114 59	61	36½
May 31, 1867, . .	687,273½	136,200½	823,474	578,177	4,325,490 51	2,826,777 21	1,498,713 30	63	34½
May 31, 1868, . .	659,449	126,956	786,405	638,586	4,470,879 64	2,714,545 64	1,756,334 00	58½	39½
May 31, 1869, . .	698,010½	148,442	846,452½	802,835	4,716,292 89	2,886,943 39	1,829,349 50	59	38½
May 31, 1870, . .	703,501½	162,081	865,582½	823,770	4,707,287 97	3,013,914 95	1,693,373 02	61½	36
May 31, 1871, . .	675,213½	139,280	814,493½	1,105,375	4,978,070 15	3,538,204 45	1,439,865 70	69½	28½

[G]

STATEMENT showing the Total Amount of Freight moved in the following Years.

ARTICLES.	YEAR ENDING MAY 31.					
	1866.	1867.	1868.	1869.	1870.	1871.
Apples, bbls,	131,308	96,811	84,737	40,809	133,153	252,301
Ale and Beer, bbls,	8,616 $\frac{1}{2}$	8,698 $\frac{1}{2}$	9,408 $\frac{1}{2}$	8,586	7,792 $\frac{1}{2}$	7,546
Ashes, tons,	148	381	411	480	734	552
Barley and Rye, bush.,	92,916	304,415	229,163	359,793	372,682	256,866
Beans, bush.,	7,756	16,073	15,751	32,603	41,492	22,593
Bran and Shorts, tons,	2,765	4,347	6,963	13,857	15,436	20,567
Beef, bbls.,	20,579	19,108	16,070	37,265	49,653	60,037
Butter, tons,	374	479	362	588	1,182	2,191
Corn, bush.,	537,296	778,024	930,926	3,110,193	2,179,895	4,883,954
Corn Meal, bbls.,	3,066	6,832	6,627	7,938	7,788	26,129
Coal, tons,	10,264	17,232	19,401	20,919	15,598	18,718
Dried Fruit, tons,	739	947	1,177	1,106	1,521	1,713
Flour, bbls.,	700,107	809,711	849,243	1,078,660	959,038	1,083,331
Grass Seed, tons,	906	1,296	2,361	2,064	1,166	1,478
Ham and Bacon, tons,	2,435	3,454	7,266	6,863	3,638	7,705
High Wines, bbls.,	2,766	5,271	3,494	6,774	9,684	26,801
Hides, tons,	2,617	2,696	3,208	4,646	5,491	6,419
Iron and Nails, tons,	5,688	8,347	8,588	9,886	4,672	5,616
Lumber, feet,	35,247,865	42,178,307	45,114,719	50,428,071	52,447,881	69,843,154
Oats, bush.,	366,128	388,412	584,913	1,049,336	1,406,484	1,499,904
Plaster, tons,	12,968	10,464	12,166	11,999	8,880	9,700
Pig Iron and Iron Ore, tons,	1,480	2,973	7,709	12,636	16,394	12,534

Statement of Freight moved—Concluded.

ARTICLES.	YEAR ENDING MAY 31.					
	1866.	1867.	1868.	1869.	1870.	1871.
Pork in barrel, bbls, .	63,592	64,729	58,147	59,552	56,966	44,448
Pork in hog, tons, .	5,150	9,095	13,201	12,911	12,289	15,938
Potatoes, bush, .	392,007	322,928	508,690	463,659	255,993	500,748
Salt, bbls, .	35,539	36,019	61,541	38,878	36,503	50,609
Shingles, M., .	23,101½	20,090¾	27,730¼	33,571½	41,215¼	56,388¾
Wool, tons, .	3,113	3,111	5,158	5,974	5,167	5,811
Wheat, bush, .	1,243,902	1,337,429	1,312,284	1,773,698	1,849,313	2,347,825
Whiskey, bbls., .	4,476	9,103	9,140	12,239	15,981	23,254
Cattle, number, .	113,269	90,538	78,737	75,482	93,295	132,057
Horses, number, .	4,157	2,087	1,782	2,471	2,061	2,628
Hogs, number, .	129,247	115,050	190,692	178,607	186,479	256,747
Sheep, number, .	147,066	105,164	123,964	129,125	130,748	163,779
Wood, cords, .	74¾	2,283¼	4,424½	3,144	3,230	1,847
Unenumerated articles, .	167,371	171,455	179,997	216,774	263,413	347,023
Total in tons, .	533,451	578,177	638,566	802,835	823,770	1,105,875

[I]

COMPARATIVE STATEMENT, *showing the Number of Tons of Freight forwarded from each station during the Years ending May 31, 1870, and May 31, 1871.*

STATIONS.	1871.	1870.	Increase.	Decrease.
Detroit,	197,421	182,222	15,199	-
G T Junction,	41,071	23,395	17,676	-
Dearborn,	954	969	-	15
Inksters,	147	315	-	168
Wayne,	3,103	2,281	822	-
Dentons,	1,284	2,094	-	810
Ypsilanti,	17,211	10,343	6,868	-
Geddes,	116	24	92	-
Ann Arbor,	8,306	8,694	-	388
Kelloggs,	114	159	-	45
Fosters,	211	189	22	-
Farmers,	699	797	-	98
Delhi,	6,802	5,681	1,121	-
Scio,	1,198	1,146	52	-
Dexter,	10,668	10,968	-	300
Chelsea,	5,887	5,493	389	-
Francisco,	889	883	6	-
Grass Lake,	6,135	5,401	734	-
Leoni,	122	351	-	229
Michigan Centre,	-	65	-	65
Jackson,	84,159	67,969	16,190	-
Woodville,	4,076	2,591	1,485	-
Parma,	3,628	3,814	-	186
North Concord,	674	1,143	-	469
Bath Mills,	601	460	141	-
Newbury,	446	231	215	-
Albion,	6,211	6,968	-	757
Marengo,	1,569	1,630	-	61
Marshall,	10,582	11,746	-	1,164
Ceresco,	632	2,828	-	2,196
Whites,	242	-	242	-
Battle Creek,	16,219	12,582	3,637	-
Augusta,	4,602	4,633	-	31
Galesburg,	2,093	3,032	-	939
Comstock,	557	1,069	-	512
Kalamazoo,	33,401	28,427	4,974	-
Ostemo,	288	512	-	224
Mattawan,	1,112	3,977	-	2,865
Lawton,	9,672	13,405	-	3,733
White Oak,	54	18	36	-
Decatur,	9,145	10,000	-	855
Teitsorts,	315	333	-	18

Comparative Statement—Concluded.

STATIONS.	1871.	1870.	Increase.	Decrease.
Dowagiac,	8,185	8,858	-	673
Pokagon,	1,275	1,294	-	19
Niles,	9,683	8,999	684	-
Gitchells,	182	-	182	-
Buchanan,	4,105	3,937	168	-
Dayton,	1,079	1,053	26	-
Wilsons,	589	1,038	-	449
Galien,	2,675	3,063	-	388
Averys,	1,787	2,428	-	641
Three Oaks,	3,409	3,006	403	-
New Buffalo,	18,980	4,932	14,048	-
Corymbo,	2,989	1,321	1,668	-
Michigan City,	51,203	39,321	11,882	-
Furnessville,	3,253	3,787	-	534
Pierces,	64	304	-	240
Porter,	1,952	5,511	-	3,559
Lake,	312	350	-	38
Tolleston,	72	54	18	-
Gibsons,	2,001	80	1,921	-
Calumet,	123	54	69	-
Chicago,	288,465	218,168	70,297	-
Joliet and No Ind. Railroad, .	174,924	77,369	97,555	-
Grand River Valley Railroad, .	24,638	-	24,638	-
Kalamazoo and So. Haven R R, .	8,310	-	8,310	-
Air Line,	3,004	-	3,004	-
Totals,	1,105,875	823,770	282,105	-

[J]

COMPARATIVE STATEMENT, showing the Number of Passengers forwarded from each Station during the Years ending May 31, 1870, and May 31, 1871.

STATIONS.	1871.	1870.	Increase.	Decrease.
Detroit,	156,861 $\frac{1}{2}$	174,752	-	17,890 $\frac{1}{2}$
Dearborn,	7,112	7,212	-	100
Inksters,	2,301 $\frac{1}{2}$	1,993	308 $\frac{1}{2}$	-
County House,	1,416	1,312	104	-
Wayne,	14,161	14,539 $\frac{1}{2}$	-	378 $\frac{1}{2}$
Secords,	1,215	1,328 $\frac{1}{2}$	-	113 $\frac{1}{2}$
Dentons,	2,794	2,812 $\frac{1}{2}$	-	48 $\frac{1}{2}$
Ypsilanti,	36,074	34,137 $\frac{1}{2}$	1,936 $\frac{1}{2}$	-
Geddes,	758 $\frac{1}{2}$	530	228 $\frac{1}{2}$	-
Ann Arbor,	44,959 $\frac{1}{2}$	45,538 $\frac{1}{2}$	-	579
Fosters,	2,102 $\frac{1}{2}$	1,376 $\frac{1}{2}$	726	-
Delhi,	3,062	2,151 $\frac{1}{2}$	910 $\frac{1}{2}$	-
Scio,	1,210	1,432	-	222
Dexter,	14,773	15,870	-	1,097
Chelsea,	9,287 $\frac{1}{2}$	9,691 $\frac{1}{2}$	-	404
Francisco,	2,136	2,109	27	-
Grass Lake,	8,508 $\frac{1}{2}$	8,997	-	488 $\frac{1}{2}$
Leoni,	2,301	1,913 $\frac{1}{2}$	387 $\frac{1}{2}$	-
Michigan Centre,	1,612 $\frac{1}{2}$	1,385 $\frac{1}{2}$	227	-
Jackson,	59,426	72,482	-	13,056
Woodville,	710 $\frac{1}{2}$	715 $\frac{1}{2}$	-	5
Sandstone,	703	869	-	166
Parma,	5,905 $\frac{1}{2}$	6,557	-	651 $\frac{1}{2}$
North Concord,	777	1,297	-	520
Bath Mills,	362 $\frac{1}{2}$	389	-	26 $\frac{1}{2}$
Albion,	15,601 $\frac{1}{2}$	17,040	-	1,438 $\frac{1}{2}$
Marengo,	1,765 $\frac{1}{2}$	1,702 $\frac{1}{2}$	63	-
Marshall,	24,206 $\frac{1}{2}$	28,000	-	3,793 $\frac{1}{2}$
Ceresco,	1,717	1,796	-	79
Battle Creek,	31,460	33,349	-	1,889
Bedford,	143	144 $\frac{1}{2}$	-	1 $\frac{1}{2}$
Augusta,	6,239 $\frac{1}{2}$	7,108 $\frac{1}{2}$	-	869
Galesburg,	9,590 $\frac{1}{2}$	12,265	-	2,674 $\frac{1}{2}$
Comstock,	681 $\frac{1}{2}$	690	-	5 $\frac{1}{2}$
Kalamazoo,	59,612	65,946 $\frac{1}{2}$	-	6,334 $\frac{1}{2}$
Ostemo,	1,715 $\frac{1}{2}$	1,633 $\frac{1}{2}$	82	-
Mattawan,	4,830	6,211	-	1,381
Lawton,	14,732	17,486	-	2,754
White Oak,	142	137 $\frac{1}{2}$	4 $\frac{1}{2}$	-
Decatur,	12,998	14,611	-	1,613
Tietsorts,	1,040 $\frac{1}{2}$	786 $\frac{1}{2}$	254	-

Comparative Statement—Concluded.

STATIONS.	1871.	1870.	Increase.	Decrease.
Dowagiac,	14,523 $\frac{1}{2}$	16,068 $\frac{1}{2}$	—	1,545
Pokagon,	4,266	5,145 $\frac{1}{2}$	—	879 $\frac{1}{2}$
Niles,	27,165 $\frac{1}{2}$	29,263 $\frac{1}{2}$	—	2,098
Buchanan,	12,485	13,312	—	827
Dayton,	3,445 $\frac{1}{2}$	3,799	—	353 $\frac{1}{2}$
Galien,	4,243	4,155 $\frac{1}{2}$	87 $\frac{1}{2}$	—
Averys,	2,214	2,190 $\frac{1}{2}$	23 $\frac{1}{2}$	—
Three Oaks,	6,497 $\frac{1}{2}$	6,899	—	401 $\frac{1}{2}$
New Buffalo,	12,004 $\frac{1}{2}$	7,646 $\frac{1}{2}$	4,358	—
Corymbo,	1,524 $\frac{1}{2}$	1,142 $\frac{1}{2}$	382	—
Michigan City,	28,777 $\frac{1}{2}$	28,709	68 $\frac{1}{2}$	—
Furnessville,	965 $\frac{1}{2}$	926	39 $\frac{1}{2}$	—
Porter,	1,902	1,798	104	—
Lake,	2,554	3,002	—	448
Tolleston,	1,319 $\frac{1}{2}$	1,075	244 $\frac{1}{2}$	—
Gibsons,	1,658	1,581	77	—
Calumet,	1,277 $\frac{1}{2}$	1,800 $\frac{1}{2}$	—	523
Chicago,	111,941	115,894	—	3,953
Joliet and No. Indiana Railroad,	667 $\frac{1}{2}$	845 $\frac{1}{2}$	—	178
Grand River Valley Railroad, .	6,609	—	6,609	—
Kalamazoo and So. Haven R. R.,	716 $\frac{1}{2}$	—	716 $\frac{1}{2}$	—
Air Line Railroad,	728	—	728	—
Totals,	814,493 $\frac{1}{2}$	865,582 $\frac{1}{2}$	—	51,089

[K]

STATEMENT showing the number of *Passengers carried on the Michigan Central Railroad since its ownership and organization by the present Company and the Earnings from the same.*

YEARS ENDING MAY 31.	No. of Passengers.	Passenger Earnings.
1847,	41,223	\$74,163 08
1848,	73,656	133,649 53
1849,	96,070	197,767 56
1850,	152,672	368,436 70
1851,	191,852	490,119 68
1852,	221,200	581,477 24
1853,	247,552	589,489 32
1854,	357,936	855,917 94
1855,	503,774	1,246,409 90
1856,	550,780	1,497,854 61
1857,	593,630	1,610,415 75
1858,	461,957	1,321,039 56
1859,	361,527	938,609 39
1860,	324,422	803,507 97
1861,	327,775	775,228 53
1862,	308,829	724,915 48
1863,	447,362	889,682 28
1864,	645,759	1,262,415 07
1865,	852,889	1,771,813 60
1866,	902,826	2,061,335 05
1867,	823,474	1,824,225 75
1868,	786,405	1,721,506 97
1869,	846,452	1,795,806 11
1870,	865,582	1,914,921 75
1871,	814,493	1,738,181 38
Totals,	11,800,097	\$27,193,890 20

[L]

STATEMENT of Monthly Expenditures on account of operating the Michigan Central Railroad from June 1, 1870, to May 31, 1871, inclusive.

MONTHS.		Road Repairs.	Building Repairs	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.
1870.								
June, .	.	\$92,295 58	\$10,413 12	\$24,787 04	\$45,481 05	\$13,210 90	\$13,055 17	\$57,055 52
July, .	.	88,959 14	14,790 02	22,649 12	50,945 56	12,638 47	13,365 14	49,111 89
August, .	.	76,129 26	13,005 28	25,023 67	33,214 23	13,618 70	15,330 13	47,769 95
September, .	.	82,494 79	19,546 99	25,674 66	41,160 70	13,042 33	15,587 72	66,577 49
October, .	.	82,217 62	13,666 32	24,786 48	25,784 62	12,260 01	17,220 04	68,141 75
November, .	.	54,289 77	20,786 37	17,665 05	11,438 17	15,045 55	14,650 41	66,000 86
December, .	.	73,788 64	16,834 74	29,398 02	41,590 88	16,322 85	18,005 99	65,838 37
1871.								
January, .	.	73,940 76	14,982 22	32,700 31	55,187 51	18,008 15	18,657 45	60,103 28
February, .	.	52,437 93	10,169 23	19,794 58	39,670 11	14,128 55	16,828 41	49,418 80
March, .	.	55,192 79	10,288 15	20,198 49	21,898 76	14,242 35	16,370 75	55,500 37
April, .	.	59,823 44	7,987 65	27,885 34	28,616 32	15,804 85	15,816 60	55,422 11
May, .	.	60,937 15	6,307 26	1,000 00	18,415 59	14,159 35	15,416 43	68,432 48
Total, .	.	\$852,506 87	\$158,777 35	\$271,562 76	\$413,403 56	\$172,482 06	\$190,304 24	\$709,372 87

Statement of Monthly Expenditures—Concluded.

MONTHS.		Fuel.	Oil and Waste.	Stationery.	Telegraph Office.	State Tax.	Miscellaneous.	Total.
1870.								
June, .	.	\$37,492 82	\$4,207 39	\$3,412 20	\$2,280 42	-	\$9,493 16	\$313,184 37
July, .	.	25,956 37	4,976 71	2,701 05	2,669 65	\$179 40	5,216 58	294,159 10
August, .	.	22,513 37	5,090 20	3,139 20	3,429 71	-	5,547 11	263,810 87
September, .	.	38,504 84	4,929 85	2,699 96	4,105 37	-	4,458 35	318,783 05
October, .	.	36,041 39	5,171 89	3,226 01	2,598 79	815 39	4,615 79	296,546 10
November, .	.	29,160 71	4,793 42	2,749 87	2,848 30	46 13	6,290 19	245,764 80
December, .	.	49,999 64	6,055 02	4,724 05	2,732 88	-	5,464 06	330,755 14
1871.								
January, .	.	48,264 02	7,723 64	5,574 55	4,443 84	10,588 67	17,223 43	367,397 83
February, .	.	47,216 17	5,104 48	2,335 52	3,907 53	-	1,032 91	262,094 22
March, .	.	57,001 91	5,472 95	2,911 26	3,337 83	19,094 68	5,197 07	286,707 36
April, .	.	47,065 78	5,550 09	2,049 73	3,045 91	-	6,235 64	275,303 46
May, .	.	32,514 23	5,286 54	1,971 07	3,184 88	52,000 00	4,073 17	283,698 15
Total, .	.	\$471,731 25	\$64,362 18	\$37,544 47	\$38,585 11	\$32,724 27	\$74,847 46	\$3,538,204 45